



TRANS-CANADA

Last month the Trans-Canada Air Lines' service was officially extended to cover the section between Montreal and Winnipeg. In this set of pictures there are three views of one of the ten Lockheed Fourteens which are now, with five Electras, in service, and two pictures of typical Canadian terrain. Above, are the San Juan Islands near Vancouver, while on the right is a Fourteen taking on mails at the Winnipeg terminal.

THE FOURTEENTH YEAR

*Points from Sir John Reith's Speech at the Annual General Meeting
of Imperial Airways*

SINCE the Government statement concerning the association of Imperial Airways and British Airways into a single public corporation had only been made a few days previously, it was not to be expected that anything of importance about future policy would be revealed at Imperial Airways' meeting on Tuesday of last week. Sir John Reith, in fact, merely gave a résumé of the company's work during the preceding year, and his remarks about its future were those actually designed before the Air Ministry announcement.

The Chairman first of all surveyed briefly the history of the Empire air mail scheme, the first stage of which began on June 29, 1937, and the last (apart from the termination of the European agreement on March 31 next year) on July 28, 1938. After commenting on the more important items in the financial report he explained that the reduction in gross profit did not represent a fall in the gross revenue which, for the year, and taking the subsidy into account, amounted to the sum of £1,980,000 as compared with £1,729,000 for the previous year. Expenditure on a ton-mileage basis, before charging obsolescence, was 3s. 10d. against 4s. 8d. Route-mileage had increased from 20,329 to 22,395—a matter of 10 per cent.

At the previous meeting the Chairman had explained that the items of the new fleet, ordered in 1934 for the European

services, were then a year overdue; only now had the first one been delivered. The European services had, therefore, been operated under a severe handicap and could not be expected, in the circumstances, to have carried the same number of passengers as in the previous year, particularly while working in competition with faster foreign services and with those of British companies using foreign machines.

Dealing with the Empire services, Sir John Reith said that the West African branch had been extended from Lagos to Accra in October, 1937, by an associated company, Elders Colonial Airways. Traffic on this particular service had been hampered by health restrictions, but the company had now produced an apparatus which exterminated mosquitoes in aircraft. Late deliveries of the new fleet had also caused the all-up air mail scheme for the India and Malaya section of the Empire services to be delayed. These services were run partly by flying-boats and partly by the present fleet of landplanes. On the Hong Kong route an alteration had been made by which the machine flew now from Bangkok, via Udorn, Hanoi and Fort Bayard to Hong Kong. On the New York-Bermuda service the considerable reduction in the level of passenger fares on American domestic lines had caused Pan-American Airways to follow suit on the Bermuda service, and Imperial Airways had necessarily to do the same. The revenue of this service, therefore, failed to reach expectations. Only one transatlantic experimental flight had been made, but the